

SHANDONG HAI YAO (IMO Number – 9591533)

USE OF NON COMPLIANT FUEL (HFO) FOR BERTHING

PLACE: POINT COMFORT, USA

DATE: 13 OCT 15

This is to report a problem in regards to use of Main Engines on LSGO. Brief details are as appended below.

- Vessel arrived Point Comfort on the 07th Oct 15 and dropped anchor, awaiting berthing instructions.
- Vessel has sufficient quantity of LSGO, to comply with ECA requirements.
- Vessel was scheduled to pick up pilot at 1130 Hrs LT / 12th Oct 15.
- Vessel faced technical problems whilst trying out Main Engines, prior heaving up anchor and proceeding to the Pilot Station.
- Due to the above, vessel informed Pilot Station at 1028 Hrs LT / 12 Oct 15 of the Main Engine Problem.
- Distance from the anchorage to the berth is 27 NM.

Upon investigation, it was ascertained that the Main Engine is difficult to start due to abnormal oil leaking from ICU (Injection Control Unit) when the vessel uses LSMGO.

In view of the above, the Engine Makers were contacted and they have given us two solutions, i.e – To use ICU repair kits or use HFO to run the Main Engine. ***Message received from the Makers is attached herein, for your ready reference.***

FYI, the repair kit is on order and is expected to arrive Point Comfort on 16 October 15. ***Confirmation message received from the Makers is attached herein, for your ready reference.*** However in order to avoid any delays to the vessel, we are requesting for a waiver to use HFO for the Main Engine & berth the vessel.

The said spares for the ICU (Injection Control Unit) will be received and renewed prior vessels departure Point Comfort and vessel will use LSMGO, in compliance with ECA requirements, during its outbound passage.

Master will be informing USCG through the agents along with the Engine Makers message and spares order confirmation.